

ABSTRACT OF THE DISCLOSURE

A vehicle control system has an ECU for controlling an actuator and a sensor ECU that receives a crankshaft signal of a vehicle engine. These ECUs exchange information via an intra-vehicle communication network for attaining distributed functions. The sensor ECU calculates a crankshaft angle on the basis of a received camshaft signal and crankshaft signal and outputs the calculated crankshaft angle to a TCM ECU. The TCM ECU determines operation timing of an igniter on the basis of the received crankshaft angle and outputs the operation timing of the igniter to an ignition ECU. The ignition ECU controls the igniter on the basis of the received timing. As a result, temporal deviation between the crankshaft angle and the control timing of the actuator is suppressed.